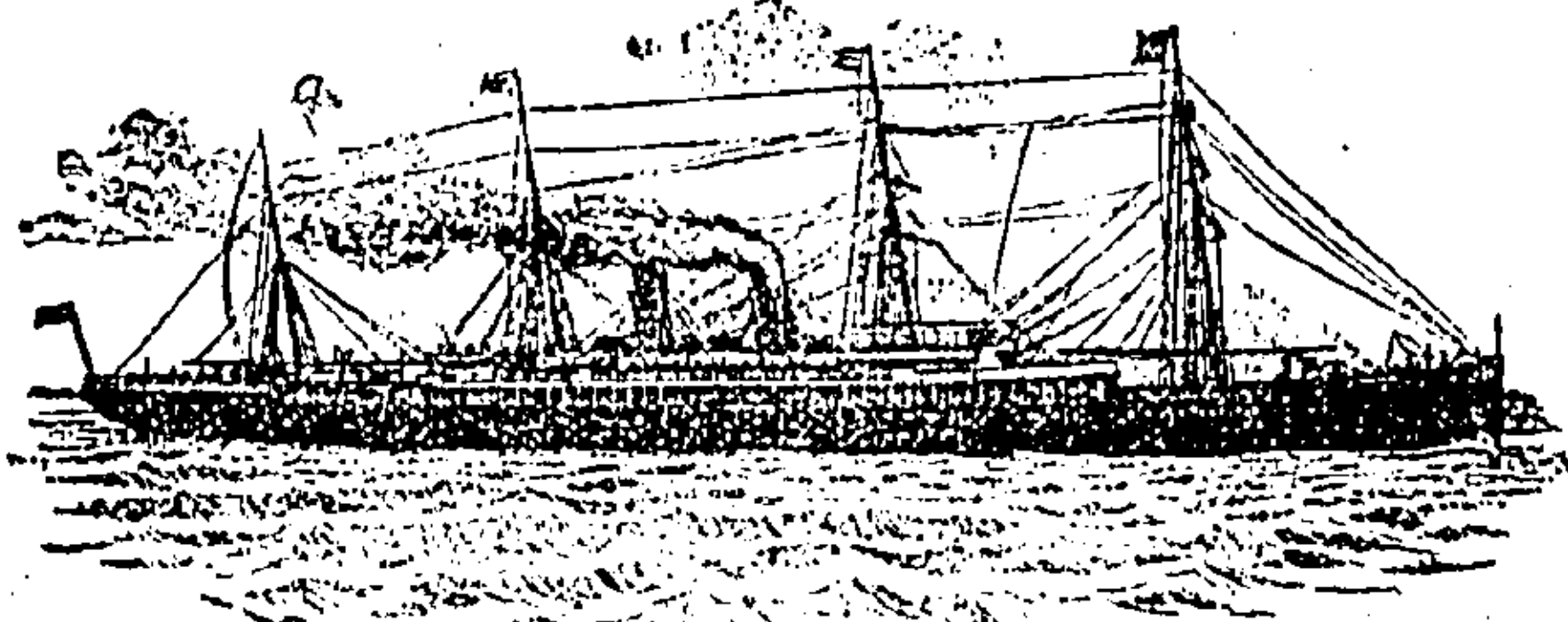






## Mails.

## U.S. MAIL LINES.



## PACIFIC MAIL S.S. CO., OCCIDENTAL &amp; ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	TUESDAY, 4th August, at Noon.
"HONGKONG MARU"	FRIDAY, 14th August, at Noon.
"CITY OF PEKING"	SATURDAY, 22nd August, at Noon.
"DORIC"	TUESDAY, 1st September, at Noon.
"NIPPON MARU"	TUESDAY, 8th September, at Noon.
"SIBERIA"	WEDNESDAY, 16th September, at Noon.
"COSMOS"	SATURDAY, 26th September, at Noon.
"AMERICA MARU"	SATURDAY, 3rd October, at Noon.
"KOREA"	TUESDAY, 13th October, at Noon.

Re-record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 4th August, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchants Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 28th July, 1903. E. W. TILDEN, Agent.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

[CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, B.C.]

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF CHINA"	6,000 Tons	WEDNESDAY, 5th August.
"ATHENIAN"	3,882 "	WEDNESDAY, 12th August.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 26th August.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 23rd September.
"TARTAR"	4,425 "	WEDNESDAY, 7th October.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 21st October.
"ATHENIAN"	3,882 "	WEDNESDAY, 4th November.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 18th November.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 16th December.
"TARTAR"	4,425 "	WEDNESDAY, 30th December.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS) saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 Hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
VURZBURG	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO).	29th July.	Freight and Passengers.
SADENIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	12th August.	Freight.
ITHONIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	26th August.	Freight.
CONIGSBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	9th Sept.	Freight and Passengers.
NALUSIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	23rd Sept.	Freight.
von Döhren	NEW YORK via SUEZ CANAL.	about middle of August.	—

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 7, Queen's Buildings.

Hongkong, 9th July, 1903.

## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain H. D. Jones.
"POWAN"	2,338 "	" G. F. Harrison, R.N.R.
"FATSHAN"	2,350 "	" A. W. J. S. S.
"HANKOW"	2,373 "	" C. V. J. S.
"KINSHAN"	2,360 "	" J. J. Lossus.

Departures from HONGKONG to CANTON daily at about 8 A.M. (Sunday excepted) and at about 6 P.M. (Saturday excepted).

Departures from CANTON daily at about 8 A.M. (Sunday excepted) and at about 5:30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke. Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. } Sunday Do. from Macao to Hongkong daily at about 7:30 A.M. } excepted.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,197 tons, Captain T. Hamlin. This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD. CANTON-WUCHOW LINE.

S.S. "NANNING," 569 tons, Captain R. D. Thomas. "SANNAM," 588 tons, Captain B. Bianchi.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the— HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel. Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD. 157re

Hongkong, 22nd July, 1903.

## Intimations.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE SEVENTY-FOURTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the OFFICE of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 4th August, at 12 o'clock NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the Appointment of Directors, and re-electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st of July to the 4th August, inclusive.

By Order of the Board of Directors, J. GOOSMANN, Acting Secretary.

Hongkong, 15th July, 1903. 184re

## WILLIAM POWELL, LIMITED.

THE SECOND ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the above-named Company will be held at the COMPANY'S PREMISES, No. 28, Queen's Road Central, on WEDNESDAY, the 4th August, at 12 o'clock NOON, to receive the Report and Statement of Accounts for the year ending 30th June, 1903, electing Directors and declaring a Dividend.

The TRANSFER BOOKS of the Company will be CLOSED from the 31st July to the 5th August, both days inclusive.

By Order of the Board of Directors, R. G. HECKFORD, Manager.

Hongkong, 23rd July, 1903. 188re

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING OF the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the FIFTEENTH day of AUGUST next, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1903.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager.

Hongkong, 22nd July, 1903. 187re

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTER OF SHARES of the Corporation will be CLOSED from SATURDAY, the FIRST, to the FIFTEENTH day of AUGUST next (both days inclusive), during which Period no Transfer of Shares can be Registered.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager.

Hongkong, 22nd July, 1903. 187re

## HONGKONG JOCKEY CLUB.

## NOTICE TO MEMBERS.

AT A MEETING OF SUBSCRIBERS held at the HONGKONG HOTEL on the 16th July last, it was unanimously decided to accept a Tender from the Shanghai Horse Bazaar Co., Ltd., for the supply of China Pony Subscription Grifins for our 1904 Race Meeting.

Members who were not present and who have not yet officially put their names down can now do so by communicating with the undersigned, from whom full particulars as to terms and conditions may be obtained.

The List will close on SATURDAY, 1st August next.

By Order, T. F. HOUGH, Clerk of the Course.

Hongkong, 23rd July, 1903. 188re

DON'T BE LATE!!! AMERICAN WATER MELONS!!! CALIFORNIAN MUSK MELONS!!! Are now just in season and beat everything in the market. Come quickly or else the season will be over.

CHING-SHAN CHAU, Central Market.

Hongkong, 24th July, 1903. 177re

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

1573c

## THEY HAVE ARRIVED

57 Varieties of good things for the table.



Do you know

that HEINZ SWEET PICKLES are known throughout the world for their delicate aromatic flavor and distinctive virtues?

## THE MUTUAL STORES,

25, Des Vœux Road Central.

Hongkong, 29th June, 1903.

1553c

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &amp;c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

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## THE CONNAUGHT HOUSE, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES. Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

1339c

## GO TO THE KOWLOON HOTEL, KOWLOON.

FRANK F. JEWELL, Manager. J. W. OSBORNE, Proprietor.

## INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE &amp; Co.

CONNAUGHT HOUSE.

954c

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT. In Casks of 75 lbs. Net \$5.00 per Cask ex Factory. In Bags of 250 lbs. Net \$3.00 per Bag ex Factory.

SHEWAN, TOMES & CO., General Managers. Hongkong, 13th May, 1903. 119

TUBORG BEER. A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals. Price \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities. Sole Agents—SIEMSEN & CO. Hongkong, 10th January, 1903. 1595d

TSU FAN DENTIST. PRICE MODERATE—CONSULTATION FREE. Next to the Hongkong Dispensary, 50, Queen's Road, Central. Hongkong, 28th November, 1902. 1299d

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS. EASTMAN'S FILMS. Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser. 20, QUEEN'S ROAD, Watson's Building.



A Pure LAGER BEER excellently

Suitable for Hot Climates.

A Refreshing Beverage.

\$16.00 per case of 8 doz. pints.

or

\$2.00 per doz.

18th June, 1903. 3, Duddell Street, Hongkong. 160re

## NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 9th March, 1903. 129



## THE JAPANESE JACK-TAR.

AN INTERNATIONAL COMPARISON.

A somewhat generous development of the quality which ranks as the sincerest form of flattery, grafted upon other and more original national characteristics, has made the Japanese navy what it is to-day—a formidable fighting machine in Eastern waters, without the Eastern picturesqueness. But the fact that power has not been sacrificed to picturesqueness in one among many proofs of the discriminating imitativeness displayed in the modelling process. The British navy, of course, has stood for the model.

But while there are a thousand and one points at which the two systems touch, there is at least one essential difference; and since it is a difference in national temperament it lies outside the category of mere technical training. About the last quality in the world one would think of tacking on to the Jap. man-of-war's character is that irresponsible "jollity" which legend has associated with his British prototype. One does not, for instance, credit him with the orthodox sweet-art in every port; and he is generally able to find his own way back to his vessel after a day ashore. He is the mildest of "roystersers," but not necessarily the worst of comrades. He is moderate in the midst of things—in his smoking, his drinking, his language, and his general habits, both ashore and aboard.

If he has one weakness it is in the generous display of medals—generally medals and not the mere ribbons. The majority of the officers wear four or five, which appears to be a fairly liberal allowance for their two wars, but here again the British model has not been departed from to any appreciable extent. The South African war has been responsible for two per man, as a general rule, without reckoning those awarded for specially distinguished services. The "Golden Kite," which answers to the British V.C., is, however, very sparingly issued, if one may judge from the number worn by this detachment of visitors, says an Australian journal, and the recent visit of a Japanese squadron to these shores. A petty officer on the Matsushima is entitled to this honour, but there are very few others, if any, similarly privileged. The medal is of silver, except so far as the golden kite itself is concerned.

In one important organising detail the British model has not been followed. The Japanese have no naval troops answering to our Royal Marine Light Infantry. As against this, every seaman is regularly and thoroughly drilled in the use of the rifle and bayonet. The weapon in service now is of Japanese pattern and manufacture, similar in design to the Mauser. It takes clips of five cartridges at a time by means of the Mauser mechanism. The rifle is fitted with a knife-bayonet, slightly longer than the latest British pattern, and possibly more effective for cutting work when used independently. Among the Japs, the rifle goes by the name of the "Thirty-five year pattern," from the fact that it was patented and issued in the 35th year of the Mikado's reign. It is sighted up to 2,000 yards in English numerals. Even in the case of the big guns manufactured at the Japanese arsenals, bearing Japanese brands and Japanese patent marks, the same principle is followed in the sighting—always the English numeral in centimetres. But in the armament of these Japanese warships there has not been a slavish imitation of Western methods; very frequently one finds, on close examination, that important parts of the bigger guns have been improved upon by Japanese inventors—something in the breech-block, perhaps, or the elevating gear. The Marconi installation of wireless telegraphy on board each of the vessels includes certain mechanical contrivances, introduced by a Japanese torpedo lieutenant. All of which goes to show that our new Eastern allies can do something more than imitate.

Their signalling apparatus is done at night by searchlight on the English dot and dash plan; also their flag-wagging by day, but the dots and dashes have a somewhat different meaning to the Morse code. They use the semaphore, too, after a similar method. And when one comes to think of it, the constant use of the English numeral and English signalling appliances is easily explainable. The whole of the Japanese text-books on navigation, gunnery, and torpedo practice are printed in English. English is a compulsory subject in the curriculum of the Japanese naval academy. They study Euclid, algebra, and trigonometry in English, and even in their spare time the cadets in the wardroom get their relaxation from English books. From which it appears reasonable to conclude the majority of the graduates understand printed English passably well. Most of them speak it passably well when once they get over their initial nervousness. They certainly understand most of what is said to them in English, even when they seem lost for a reply. Their opportunities for conversing in the language have not, up to the present, been large. They are rapidly making up leeway in this respect.

Nine people out of ten who visit the Japs. on board their warships come to the conclusion that Japanese naval life is, to all intents and purposes, the same as the British, but there is this remarkable difference, that the first thought of the Japanese cadet when relieved from duty is to get at his books; the same thing in a modified degree applies to the men. One sees them in all sorts of odd corners poring over books on navigation or cognate subjects. It looks rather unnatural in contrast with British characteristics, but it is the fact. They have a weakness also for musical instruments of sorts, notably the Japanese flute, which is fashioned out of bamboo, and blown from one end. In the ward-room, where the cadets eat, sleep, and study, they go in largely for the study of art—the British variety, by the way. Each cadet has his own special locker and his own special brand of drawing-book.

With the exception of the officers, every cadet, petty officer, and seaman sleeps in a

hammock of British pattern, slung British-wise. They all smoke cigarettes, but not to excess, drawing their supplies from the ship's stores against their pay. They are of Japanese manufacture. The men do not drink to any extent—at any rate, not to the British extent. They eat "foreign" food for the most part, cooked by their own men, and they eat it with "foreign" knives and forks in foreign fashion, but the Japanese do not make a function of feeding. They talk little during meals, preferring to give their main attention to business. Once a day, or thereabouts, they eat Japanese food with chop sticks, and they are more expert in the use of the knife and fork than English people could possibly hope to be with the chopsticks.

As a matter of fact, the Japs. make more noise over their actual deck-work than their eating; with the British Jack-Tar the case is reversed. But the Japanese are under perfect discipline all the same, and notwithstanding the apparently free-and-easy terms existing between all branches of the service. The captain is the most approachable officer on board the ship, and the most familiar with his subordinates, but he is implicitly obeyed. The cadets mix freely with the blue-jackets, but are invariably saluted and respected.

## Consignees.

FROM HAMBURG, BREMEN AND EMDEN.

THE H.A.L. Steamship

"C. FERD. LAEISZ,"  
Captain Sachs, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 29th instant, at 3 P.M.

No Fire Insurance has been effected.  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 22nd July, 1903. [879c]

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"CANDIA,"  
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M. TO-MORROW.

Goods not cleared by the 30th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.  
E. A. HEWETT,  
Superintendent.

Hongkong, 23rd July, 1903. [879c]  
IMPERIAL GERMAN MAIL LINE,  
NORDEUTSCHER HAMBURG-AMERIKA  
LLOYD.

## NOTICE TO CONSIGNEES.

THE Steamship  
"SACHSEN,"  
of the NORDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 6 P.M. on the 22nd instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 29th instant, at 9.30 A.M.

All Claims must reach us before the 1st August, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.  
NORDEUTSCHER LLOYD,  
MELCHERS & CO.,  
Agents.

Hongkong, 23rd July, 1903. [879c]  
"BARBER" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "SATSUMA,"  
FROM NEW YORK, ADEN, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st August will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 4th August, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th instant, at 3 P.M.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the Undersigned.  
DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 25th July, 1903. [889c]

## Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA,"  
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.  
DODWELL & CO., LIMITED,  
Agents.

Hongkong, 24th July, 1903. [879d]  
OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

## NOTICE.

CONSIGNEES OF CARGO per Steamship

"GAELIC,"  
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.  
E. W. TILDEN,  
Agent.

Hongkong, 25th July, 1903. [879d]  
FROM HAMBURG, BREMEN, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SITHONIA,"  
Captain Hildebrandt, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd August will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd August, at 3 P.M.

No Fire Insurance has been effected.  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 27th July, 1903. [894c]

## Insurance.

NORTH GERMAN F.R.E. INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & CO.,  
Hongkong, 27th May, 1903. [895c]

## Masonic.

ZETLAND LODGE.

No. 525, E.C.

A REGULAR MEETING OF ZETLAND LODGE will be held at the FREEMASONS' HALL, Zetland Street, on SATURDAY, the 1st August, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 27th July, 1903. [895c]

## Intimations.

F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAUHEN'S GENUINE

COMPOSITE RED HAND

BRAND, HARTMANN'S GREY PAINT,

DARTMOUTH'S PATENT MOTOR

LAUNCHES, &amp;c.

&amp;c., &amp;c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

AND

P. &amp; O. SPECIAL LIQUOR SCOTCH

WHISKY, &amp;c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

REASONABLE PRICES.

Hongkong, 14th May, 1903. [895c]

**For Nervous Exhaustion**

CHAPOTEAUT'S  
Phosphoglycerate  
OF LIME

This is the most powerful of the nervous system. It is a powerful tonic, and is used by the most distinguished medical authorities. It is a powerful tonic, and is used by the most distinguished medical authorities. It is a powerful tonic, and is used by the most distinguished medical authorities.

PHOSPHOGLYCERATE SYRUP (CHAPOTEAUT'S)  
PHOSPHOGLYCERATE WINE (CHAPOTEAUT'S)  
PHOSPHOGLYCERATE CAPSULES (CHAPOTEAUT'S)

At the Victoria Pharmacy, Paris-FRANCE

## Intimations.

BABIES AND CHILDREN

should be fairly plump. They ought to put on fat as fast as they use it up; for fat is fuel, and the burning of it makes power and force. Thin children—even along to the age of eighteen or twenty—are in danger from consumption, and from other wasting complaints. The children who starve, and the young men and women who are consumed—why, the very idea of it is frightful. For such as they there is always what the Bible calls a "mighty famine" in the land. Food, though it may be taken plentifully, does not nourish them. It makes no fat; it gives no strength. To prevent this, to cure this, to save the young ones at the mother's knees, and the bright boys and girls who are just looking at the world with hopeful and ambitious eyes, is the purpose of

## WAMPOLE'S PREPARATION.

Its success is decided and settled. Thousands owe to it life and health. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In building up pale, puny, emaciated children, particularly those troubled with Anemia, Scarcia, Rickets, and bone and blood diseases, nothing equals it; its tonic qualities are of the highest order. Parents whose children are sick cannot resort to it a day too soon. A Medical Institution says: "We have used your preparation in treating children for coughs, colds and inflammation; its application has never aided us in any case, even the most aggravated bordering on pneumonia. The children like it, they love the taste of it, it looks good to them, and it builds up their bodies; many little children owe their lives to it." The more it is used the less will be the ravages of disease among the people from infancy to old age. Every dose effective. "You cannot be disappointed in it." At all chemists and A. S. Watson & Co., Limited.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE,  
OPEN DAY AND NIGHT.

## SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum.

PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.  
INCLUDING—

BATTERIES,  
CHEMICALS,  
ELECTRIC BELLS,  
INSULATORS,  
LIGHTNING CONDUCTORS,  
SWITCHES,  
TELEPHONES,  
WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,  
Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS—2, ICE HOUSE ROAD,

For full Particulars, &c., &c., Apply to  
W. STUART HARRISON,  
A.M. INST. C.E.,  
Manager.

Hongkong, 2nd April, 1903. [895c]  
MEE CHEUNG,  
PHOTOGRAPHER,  
TOP FLOOR OF ICE HOUSE, IN  
ICE-HOUSE ROAD.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a specialty.

Hongkong, 22nd September, 1903. [895c]

## DENTISTRY.

SUI SANG,  
(Lately Practising with Dr. I. SAKATA),  
DENTIST,  
No. 26, Connaught Road Central,  
Hongkong, 9th February, 1903. [895c]

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KINSHU MARU	(DOMBAY, VIA SINGAPORE and COLOMBO)	WEDNESDAY, 29th July, 4 P.M.
Thos. Harrison	COLOMBO	THURSDAY, 30th July, 4 P.M.
KAMAKURA MARU	KOBE and YOKOHAMA	FRIDAY, 7th Aug., Noon.
H. Peterson	MOJI, KOBE and YOKOHAMA	SATURDAY, 8th Aug., Daylight.
BOMBAY MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	TUESDAY, 11th Aug., Daylight.
SANUKI MARU	KOBE and YOKOHAMA	TUESDAY, 11th Aug., Noon.
W. Townsend	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 11th Aug., 4 P.M.
INABA MARU	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	WEDNESDAY, 12th Aug., Noon.
W. Bainbridge	NAGASAKI, KOBE and YOKOHAMA	SATURDAY, 15th Aug., 4 P.M.
KAGOSHIMA MARU	SYDNEY and MELBOURNE, VIA THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TUESDAY, 18th Aug., Daylight.
K. Kori	MOJI, KOBE and YOKOHAMA	Daylight.
IYO MARU	Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steam Round-the-World Tickets also issued. Between MOJI and Kobe, 1st and 2nd Class Through Tickets of the Sanyo Railway.	
C. H. Butler	For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.	
KUMANO MARU		
E. W. Haswell		
KASUGA MARU		
W. S. Hunter		
IDZUMI MARU		
M. Yagi		

Hongkong, 28th July, 1903.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"COROMANDEL"

Captain F. J. Fox, carrying His Majesty's

Mails, will be despatched from this for BOMBAY, on SATURDAY, the 1st August,

at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 21st July, 1903. [895c]

## NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,

VIA

SHANGHAI, INLAND SEA OF JAPAN,

KOBE AND YOKOHAMA,

FOR VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamers. Tons. Captains. 1903.

Victoria ..... 3,502 J. Pantou ..... Aug. 1

Platania ..... 3,753 F. G. Purington ..... Aug. 15

Olympia ..... 2,837 J. Truebridge ..... Sept. 10

Steamers marked (\*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & CO., LIMITED,  
General Agents.

Hongkong, 30th July, 1903. [879d]

## Hotel.

## KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.



THE Beer to drink in the tropics is the Beer.



## TELEGRAMS.

(Reuters.)

## The King's Visit to Ireland.

LONDON, 26th July.  
The King has given a donation of £1,000 to the Dublin poor. His Majesty in a farewell message says he deeply appreciates the loyalty and affection displayed throughout his visit.

## The Pope's Obsequies.

The interment of the Pope at St. Peter's was attended by the Diplomats and leaders of Roman society; the body was escorted by the Noble Guards to a temporary sarcophagus.

## Bye Election.

Mr. Henderson, a labour candidate, has been elected for Barnard Castle Division (Durham).

## The King's Prize at Bisley.

Sergeant Davies, of the 3rd Glamorgan's, won the King's prize at Bisley.

## Departure of the King and Queen from Dublin.

The King and Queen left Dublin amidst enthusiasm exceeding that shown on their arrival.

(N. C. D. News.)

## Russian Aggression in Korea.

Tokio, 23rd July.  
Mr. Pavloff, the Russian Minister, insists that the timber-selling concession in the Yalu Valley carries the right to construct railways and telegraphs.

He declares that the removal of the Russian telegraph poles by the Korean local authorities is illegal, and demands compensation.

If it is refused, he will deduct it from the royalty payable to the Korean Government by the lumber company.

He further announces that he has instructed the company to re-erect the poles.

Thereupon the Korean Government has issued fresh orders for the removal of the poles, if they are re-erected.

## Japan's Indignation.

Tokio, 23rd July.  
Russian military proceedings in the Yalu Valley are exciting indignation in Japan, where the injustice of Mr. Pavloff's position is fully recognised.

## King Edward and the late Pope.

LONDON, 23rd July.  
The King's sympathetic references to the Pope have made an excellent impression in Ireland.

## More Money for the War Office.

LONDON, 23rd July.  
The House of Commons has adopted a resolution proposed by Mr. Balfour, authorising the expenditure of £5,000,000 on military works, including the provision of huts for the 25,000 men to be kept in South Africa.

(Manila Cablenews.)

## Japan and Russia.

Tokio, 24th July.  
Japan is getting ready in earnest to fight Russia. It may be that forwardness in preparation for battle is the best earnest of peace, but from all signs the Mikado has made up his mind that soon or late the Bear must be met and whipped or be crowned victor.

The Government is maintaining as much secrecy as possible, but it cannot be hidden that every effort is being strained to make the Japanese Army and Navy fit to cope with the Czar's troops and ships.

Every man in the Army and Navy reserve has received word to hold himself in readiness for being called upon.

Meanwhile Japan is watching her rival closely. Japanese spies find out all that is being done by Russia in Manchuria.

## The late Pope.

New York, July 24th.  
Tens of thousands have viewed the body of Leo XIII.

The casket containing his remains lies in the basilica of St. Peter's. Under the most magnificent dome in all the world, where hundreds of the most wonderful carvings and sculptures of all ages look down on the scene, throngs of people all day bend over the catafalque, and murmur a prayer for the repose of the soul of the dead Pope.

Papal Guards surround the bier at a proper distance and watch that no lunatic or fanatic desecrates the solemn scene.

From all over Italy, and indeed, Europe, crowds flock to Rome to get a last glimpse of the features of the deceased before he is laid in the tomb. Many are moved to tears by the sadness and solemnity of the surroundings and by the calm, peaceful face of the dead man.

The will of the Pope has been opened. His disposition of his vast fortune has been made public.

He leaves almost all of the \$15,000,000 he died possessed of to the Church. It reverts to the source whence it came. This was as expected, for Leo XIII. was intensely devoted to the welfare of the Church, and doubtless had planned before he died to give his fortune to it.

The election of the successor to Leo will take place next Sunday week, according to the established custom.

THE *Universal Gazette* is informed that the Treasurer of Auhui signed on the 3rd an agreement with a Britisher, assigning him the privilege of four districts, viz. Shou Chow, Ting Yuan, Wei Yuan and Tso Hsien. The Concessionaire in question is not backed up by official support, but he secured the valuable concession mainly through his personal influence with the Auhui officials.

## DESPERATE SITUATION ON S.S. "CHING WO."

PASSENGERS THREATEN TO KILL OFFICERS.

According to American advices the officers of the China Commercial Company's steamship *Ching Wo*, which left here on April 25th, have experienced a most exciting time at Manzanillo. The steamer *Pera*, which arrived at San Francisco from Central America on June 26th, brought news of the strenuous experience at Manzanillo of the officers of the *Ching Wo*. An exchange says that that ship carried to Manzanillo as passengers from China 840 Asiatics. These Celestial labourers, brought from the flowery kingdom to labour at the development of Chinese concessions in Mexico, came from the interior of the broad land and appear to have belonged to an "untamed species of heathens."

Several deaths occurred on the *Ching Wo* during the passage across the Pacific and at Manzanillo the vessel was detained in quarantine for twenty-four days. This expected detention caused unlooked for demands to be made on the *Ching Wo's* commissary and as the stay in quarantine continued the simple diet served the coolie passengers was reduced in quantity and limited in variety. The Chinese resented the detention and when to this exasperating imprisonment in sight of the promised land was added a simplification of diet they rebelled. At first there were only black looks and low murmurs, but as the cause of irritation continued the discontent grew to open rebellion and culminated in demands made to Captain Young that the passengers be landed, backed up by threats that failure to comply would result in the extermination of the ship's officers.

That there was any actual engagement the officers of the *Pera* did not know, but that Captain Young considered the situation serious was evidenced by his sending to the authorities ashore an urgent appeal for assistance. In response to his request a whole regiment of soldiers was sent from Culman to Manzanillo and on June 19, when the *Pera* sailed, the *Ching Wo's* passengers were being landed under military guard.

## KWANGSI REBELS IN HUNAN.

According to a Peking despatch of 22nd inst., printed in the *Shanghai Times*, news received from Chang Sha is to the effect that the Kwangsi rebels have penetrated into the province of Hunan. In districts such as Yung Paw, Ching Chow, etc., the rebels caused their proclamations to be posted up at many prominent places. In them they declare their intention to revive Confucianism, to elevate the Yellows, to support the Emperor and lastly to massacre the corrupt officials, and exhort the people in general to join them. Li E. Chao Erh Shun, the Governor of the Province, has sent by the waterways quantity of munitions escorted by a special detachment to Yung Paw the worst affected district.

The insurgents are concentrated principally at Nanning and its adjoining districts. The city of An Lung Hsien is in a state of siege by the insurgents. As it is but poorly garrisoned, it will be an easy victim unless reinforcement comes in time. The local garrison has had an encounter with the insurgents, resulting in the retreat of the latter.

The magistrate of Kwei Hsien Chen, a native of Canton, has made himself quite a record. Since the beginning of the China New Year, the magistrate has executed no fewer than 2,000 men in forty days. From the time of his arrival he has put to death 600 or 700 persons. The victims are generally put to death without trial.

Wang Cui' Chua, the degraded Governor, recommended the magistrate in a very eulogistic manner to the Throne.

The new Viceroy, H. E. Tsen Chun Hsueh, has different views. On his arrival at Kwangsi, H. E. immediately summoned the magistrate in question to his presence, and the first question put to him was the exact number of men he killed and whether or not he gave any trial to those whom he executed.

The Viceroy at once ordered the Magistrate to be put into jail for trial, seeing that the frightened and excited magistrate could not give him any answer to his questions.

Among the officials denounced by the Viceroy to the Throne, is Huang Shen, Chi, a Taoist, and a personal friend of the Viceroy whom he has known for twenty years. His strict impartiality in his dealings with his subordinates has won for him a good name.

The Viceroy dismissed the Prefect of Chirgchow and the magistrate of Kwei Ping for no other reason except that both of them are habitual opium smokers and are quite incapable of discharging their respective duties.

## AMERICAN MONETARY COMMISSION.

A cable to the New York *Star* from London, dated 19th ult., says: The American monetary commission will start for Paris to-morrow morning. The members of the commission are very much gratified by their cordial reception in England. They secured from the British Government all the support they expected for the project of giving stability to the monetary systems of the various nations using silver.

The British committee has agreed to recommend to the Government that it support the principle of the introduction of the gold standard in silver using countries on the basis of silver coin of unlimited legal tender power with a fixed gold value. This recommendation will be made on the ground that such a system will promote the development of silver-using countries and stimulate the trade of nations using gold.

Great Britain showed at every step in the negotiations a desire to grant everything to the American commission which was consistent with public policy.

## THE PHILIPPINES OPIUM MONOPOLY.

STRONG OPPOSITION.

The suggestion that the Philippine Government establish an opium monopoly in the Islands, with a view of better control of traffic in the drug, does not meet with favour in the United States. In fact, the bill has roused protests almost as vigorous as those that followed the forcing of the opium trade on China by Great Britain. The *Chicago Evening Post* calls the plan "a grave mistake" and one "which the President should rectify as quickly as possible."

The *Boston Post* says:—It will be a shame to American civilisation if the traffic in opium in the Philippine Islands is made a matter of government monopoly and profit. We can not afford to go into this business. It is bad enough that the American occupation of Manila has resulted in the multiplication of drinking places and of the houses of ill fame. These are perhaps unavoidable incidents of military rule, of the concentration of large bodies of troops. But the use of opium is another matter altogether. This is not an American vice; it is essentially Oriental. When, therefore, a protest comes from the head of the Methodist missionary work in the Philippines against the proposed opium monopoly which the "Colonial" Government advises shall be established it commands attention.

The *New York Evening Post* alludes to the subject in the following terms:—For two generations, England's complicity with the opium trade in India and China has been the occasion of moral flings at her by Americans. We would listen to no excuses. Talk not to us about fixed native habits. We were not to be caught by mummings about regulating a vice which could not be suppressed. But, alas! our proud Imperialism has now forced us to swallow all those brave words. We are to sell the opium monopoly of the Philippines to the highest bidder, and expect to get \$100,000 a year out of the deadly traffic. But we still go the English one better in the matter of hypocrisy, for we hasten to announce that we are going to devote the money to "the work of education." One part of that education might well consist in teaching the Filipinos from what a past we have fallen.

## THE HANOI EXHIBITION.

"I have just seen a letter from a Frenchman who has considerable knowledge of the Far East," writes the London correspondent of the *Manchester Guardian*. "In it he complains of the way in which Englishmen have 'boy-cotted or ignored' the Hanoi Exhibition. Hanoi, in French China, is only two days' voyage from Hongkong; that is to say, it is not in an inaccessible spot from which accurate information cannot be easily got. Yet according to the letter the English papers have either taken no notice whatever of the Exhibition, an important part of which has been a Congress of Orientalists, or have given only a few lines to it, based on entirely misleading rumour. The Frenchman is 'astounded,' and the letter reveals him as unable quite to make up his mind whether to attribute the ways of the English to 'systematic hostility' or to 'prodigious ignorance.' The explanation is probably pure indifference. It is a most regrettable indifference, of course, that causes people who live in the Far East not to care about the languages of the East. But perhaps it is better than deliberate hostility to everything English, which M. Pierre Loti has shown in his recent book on India."

The fact, as regards Singapore and the Hanoi Exhibition, is that no systematic attempt was made to make known its scope and attractions. The directorate, as far as we learned, neglected the distribution of circulars and the advertising to Hongkong, and very little was to be found out down here till the Exhibition was well-nigh over. Then piles of advertising pamphlets that had never been distributed came to light. But any way there is no leisure class here that can afford time, except under rare circumstances, to get away for a holiday. The rule is for us to work hard while they are at it and then take a holiday to Europe, or if time presses, to Japan.—S. F. Press.

[Writing in January last, our special correspondent who visited the Exhibition said, "It would be useless to try and hide the fact that the Exhibition is a complete failure; that is, in the strict sense of the word." It is certain, so far as the Exhibition itself is concerned, that there has been a complete want of sound administration from the beginning, and that there has been too much talk and too little real work done from the first start off.]

Everyone around the place seems miserable and disappointed, and the impression one gets from the authorities is that they are thoroughly tired of the whole thing and that it will be a great relief to them when it is all over. This is our correspondent's view of the exhibition, and we have no reason for believing that he desired to manifest any hostility towards the exhibition, and as he has resided in Hanoi for many years he cannot have been "prodigiously ignorant" of the subject with which he was dealing.]

THOUGH the export of rice from China is illegal and the local officials in Shanghai, Wuhan and Chinkiang, the three great entrepôts for the rice trade, are supposed to prevent it being sent abroad, we find that the Japanese official customs returns just issued show no less than 1,000,000 piculs of Chinese grown rice were shipped in the year 1902. The returns for 1903 are not yet complete, but it is known that the import of China rice was much larger. Who is to blame for this nefarious trade?—*China Gazette*.

## HONGKONG AND SHANGHAI BANKING CORPORATION.

The following is the seventy-sixth report of the Court of Directors to the ordinary half-yearly general meeting of shareholders to be held at the City Hall, Hongkong, on Saturday, the 15th August, 1903, at noon:—  
To the Proprietors of the  
HONGKONG AND SHANGHAI BANKING CORPORATION.

Gentlemen,—The Directors have now to submit to you a general statement of the affairs of the Bank, and balance sheet for the half-year ending 30th June, 1903.

The net profits for that period, including \$1,435,474.73, balance brought forward from last account, after paying all charges, deducting interest paid and due, and making provision for bad and doubtful accounts, amount to \$3,590,683.17.

The Directors recommend the transfer of \$50,000 from the profit and loss account to credit of the silver reserve fund, which fund will then stand at \$6,000,000.

They also recommend writing off Bank premises account the sum of \$202,000.

After making these transfers and deducting remuneration to Directors there remains for appropriation \$2,875,683.17, out of which the Directors recommend the payment of a dividend of one pound and ten shillings sterling per share, which at 4/6 will absorb \$133,333.33.

The difference in exchange between 4/6, the rate at which the dividend is declared, and 1/8, the rate of the day, amounts to \$906,666.67.

The balance \$1,435,683.17 to be carried to new profit and loss account.

## DIRECTORS.

Mr. D. M. Moses, Mr. G. Balloch, and Mr. G. H. Medhurst having resigned their seats, on leaving the Colony, Mr. E. Shellim, Mr. H. W. Slade, and Mr. E. S. Wheeler have been invited to fill the vacancies; these appointments require confirmation at this meeting.

## AUDITORS.

The accounts have been audited by Mr. W. Hutton Potts and Mr. A. G. Wood, the latter acting in the place of the Hon. C. S. Sharp who is absent from the Colony.

A. J. RAYMOND,  
Chairman.

Hongkong, 28th July, 1903.

## ABSTRACT OF ASSETS AND LIABILITIES, HONGKONG AND SHANGHAI BANKING CORPORATION.

30th June, 1903.

Assets.	Liabilities.
Paid-up Capital, \$10,000,000.00	Reserve Fund, \$10,000,000.00
Reserve Fund, \$10,000,000.00	Profit and Loss, \$1,435,474.73
Marine Insurance Account, \$250,000.00	Notes in Circulation, \$1,118,158.00
Notes in Circulation, \$1,118,158.00	Authorized Issue against Securities deposited with the Crown Agents for the Colonies, \$10,000,000.00
Additional Issue authorized by Hongkong Ord. No. 19 of 1900, against Coin lodged with the Hongkong Government, \$118,158.00	
Current Accounts—	
Silver, \$74,688,764.18	
Gold, \$2,108,271.25	
Fixed Deposits—	
Silver, \$14,758,114.16	
Gold, \$4,481,456.12	
125.000.00 = \$3,343,925.94	
Bills Payable (including Drafts on London Bankers and Short Sight Drawings on London and other Banks) \$12,773,675.78	
and Loss Account, \$3,590,683.17	
Discounted Bills of Exchange registered with the Bank of England up to this date \$2,071,499 have run off.	
\$25,746,445.70	

Assets. \$33,743,734.24

Coin lodged with the Hongkong Government against Note Circulation in excess of \$10,000,000, \$5,000,000.00

Bullion in hand and in transit, \$7,450,631.65

Indian Government Rupee Paper, Consols, Colonial and other Securities, \$9,900,868.75

Sterling Reserve Fund Investments, viz.:

£500,000 10% Consols lodged with the Bank of England, £1,000,000

£500,000 4% Consols, £1,000,000

£500,000 3% Consols, £1,000,000

£500,000 2% Consols, £1,000,000

£500,000 1% Consols, £1,000,000

£500,000 0% Consols, £1,000,000

£500,000 0% Consols, £1,000,000

£500,000 0% Consols, £1,000,000

£500,000 0% Consols, £1,000,000

£500,000 0% Consols, £1,000,000

£500,000 0% Consols, £1,000,000

£500,000 0% Consols, £1,000,000

£500,000 0% Consols, £1,000,000

£500,000 0% Consols, £1,000,000

£500,000 0% Consols, £1,000,000

## By Balance of Undivided Profit, 31st December, 1902.

By Balance of Undivided Profit, 31st December, 1902, \$1,435,474.73	
Amount of Net Profit for the six months ending 30th June, 1903, after making provision for bad and doubtful debts, deducting all Expenses and Interest paid and due, \$2,155,210.44	
\$3,590,683.17	

STERLING RESERVE FUND

To Balance \$10,000,000.00

By Balance 31st December, 1902, \$10,000,000.00

(Invested in Sterling Securities)

SILVER RESERVE FUND

To Balance \$6,000,000.00

By Balance 31st December, 1902, \$5,500,000.00

Transfer from Profit and Loss Account, \$500,000.00

\$6,000,000.00

A. J. RAYMOND,  
H. E. TOMKINS,  
H. SCHUBART,  
Directors.

J. R. M. SMITH, Chief Manager.  
C. W. MAIR, Chief Acting Accountant.

We have compared the above Statement with the Books, Vouchers and Securities at the Head Office, and with the Returns from the various Branches and Agencies, and have found the same to be correct.

W. HUTTON POTTS,  
A. G. WOOD,  
Auditors.

Hongkong, 28th July, 1903.

## COMMERCIAL.

TODAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer, 1/8

Bank Bills, on demand, 1/8 15/16

Credits, 4 months' sight, 1/8

Dinents 4 months' sight, 1/8

ON BERLIN, (demand), 1/8 15/16

ON PARIS, Bank Bills, on demand, 2/19

Credits, 4 months' sight, 2/22

ON NEW YORK, Bank Bills, on demand, 4/2

Credits, 30 days' sight, 4/2

ON BOMBAY, Telegraphic Transfer, 1/30

On demand, 1/30

ON SHANGHAI, Telegraphic Transfer, 2/2

Private 30 days' sight, 2/2

ON YOKOHAMA, T.T., 8/4

Sovereigns, Bank's Buying Rate, 5/11.70

Gold Leaf too much, per tael, 60.40

Bar Silver, 25 5/16

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—

Per chest

MALWA NEW, 940/950

LAST YEAR, 990/1030

OLDEST, 1,080/1,110

PATNA NEW, 1,050

OLD, 1,050

BENARES NEW, 1,050

OLD, 1,050

PERSIAN (PAPER), 740/850

## To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after THURSDAY, the 30th instant, at 4 P.M., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 28th July, 1903.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"TIENTSIN"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 3rd August, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.



## Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.  
AND  
CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"NESTOR"	On 29th July.
GLASGOW and LIVERPOOL	"TEUCER"	On 30th July.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 31st August.
GLASGOW and LIVERPOOL	"KINTUCK"	On 13th August.
GLASGOW and LIVERPOOL	"KINGSUEY"	On 25th August.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 4th September.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LDON & A'WERP.	"STENTOR"	On 4th August.
MARSEILLES, LDON & A'WERP.	"TYDEUS"	On 18th August.
*LIVERPOOL	"DIOMED"	On 20th August.
MARSEILLES, LDON & A'WERP.	"NESTOR"	On 1st September.
MARSEILLES, LDON & A'WERP.	"KINTUCK"	On 15th September.
*LIVERPOOL	"KINGSUEY"	On 29th September.
MARSEILLES, LDON & A'WERP.	"GLAUCUS"	On 2nd September.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"NINGCHOW"	On 10th August.
ALL PACIFIC COAST PORTS, via	"DEUCALION"	On 6th September.
NAGASAKI, KOBE and YOKOHAMA.		

S.S. "AJAX" sailed from Victoria, B.C., on the 16th inst. for Japan Ports and Hongkong.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI and CHINKIANG	"IOHANG"	29th July
MANILA	"SUNGKIANG"	29th "
SWATOW, CHEFOO and TIENSIN	"KWEIYANG"	30th "
ILOILO	"WUZHANG"	30th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

W.A.—REDUDED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 28th July, 1903.

## Hongkong—Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For.	Sailing Dates.
PERLA	1980	J. McGinty	CEBU and ILOILO	FRIDAY, 31st Aug., at 4 P.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 1st Aug., at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 8th Aug., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 27th July, 1903.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,  
OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRAPURA"	4,899	A. E. Hollingsworth	Aug. 14, 1903.
"INDRASAMHA"	5,197	W. E. Craven	Sept. 13, "
"INDRAVELLI"	4,899	R. P. Craven	Oct. 14, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAKAO	"CHIYO MARU"	G. Kitaka	THURSDAY, 30th July.
FOR TAMSUI*	"DAIGI MARU"	T. W. Groves	FRIDAY, 31st July.
FOR FOCHOH*	"ANPING MARU"	J. Goto	SUNDAY, 2nd Aug.
FOR TAMSUI*	"DAIJIN MARU"	T. Ogata	THURSDAY, 6th Aug.
FOR ANPING*	"MAIDZURU MARU"	T. Saito	SUNDAY, 9th Aug.

\* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 6, Des Voeux Road Central.

Hongkong, 28th July, 1903.

T. ARIMA, Manager.  
[1799c]

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## HONGKONG-MANILA.

REDUCED SALOON PAS-  
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivaled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 28th July, 1903.

## STEAM TO CANTON.

THE Splendid New Steel Twin Screw

Steamer

"KWONG CHOW,"

1,474 Tons; Captain Walker, leaves HONG-

KONG for CANTON at 8.30 P.M. on SUNDAYS,

TUESDAYS and THURSDAYS, returning

to Hongkong the following days leaving

CANTON at 5 P.M. Unexcelled Accommodation

for First Class Passengers. Ship lighted

throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hong-

kong Harbour Master's Office.

SHU ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 30th May, 1903.

EASTERN AND AUSTRALIAN STEAM-

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEEN-

SLAND HOBBS, and taking through

Cargo to ADELAIDE, NEW ZEALAND,

TASMANIA, &amp;c.)

THE Steamship

Captain W. G. MacArthur, will be despatched

for the above Port, TO-MORROW, the

29th instant, at Noon.

This well-known Steamer is specially fitted for

Passengers, and has a Refrigerating Chamber,

which ensures the supply of Fresh Provisions,

Ice, &amp;c., throughout the voyage.

This Steamer is installed throughout with the

Electric-light.

A Stewardess and a duly qualified Surgeon

are carried.

M.B.—To assure the additional comfort of

passengers the steamers of the Company have

electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO.,

Agents.

Hongkong, 2nd July, 1903.

FOR YOKOHAMA AND KOBE.

THE Steamship

"SIHONIA,"

Captain Hildebrand, will be despatched for the

above Ports on THURSDAY, the 30th inst., at

10 A.M.

For Freight, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 27th July, 1903.

TOYO KISEN KAISHA

REGULAR SERVICE

BETWEEN HONGKONG AND

MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.

Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.

Captain.

Tons.

Sailing Date.

ROHILLA MARU

E. P. Bishop

3,869

WEDNESDAY, 29th July, at 11 A.M.

ROSETTA MARU

H. S. Smith

3,876

TUESDAY, 4th August, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House

Street.

K. NAKASHIMA, Manager.

Hongkong, 23rd July, 1903.

COMPAGNIE DES MESSEGERIES

MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE, AND

YOKOHAMA.

THE Company's Steamship

"TONKIN,"

Captain Schmitz, will be despatched for the

above Ports, on or about WEDNESDAY, the

29th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 25th July, 1903.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain S. J. Payne, will be despatched as above

on FRIDAY, the 31st instant, at 4 P.M.

This Steamer has Superior Accommodation

for First class Passengers, and is fitted through-

out with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co.,

General Managers.

Hongkong, 27th July, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGA-

TION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, CAL-

CUTTA, COLOMBO, ADEN, SUEZ

and PORT SAID.

(Taking Cargo at through Rates to the BRAZILS,

to SOUTH AFRICA, RED SEA, BLACK SEA,

LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"MARQUIS BACQUEHEM,"

Captain Rastavich, will be despatched as above

on THURSDAY, the 20th August, P.M.

For Information as to Passage and Freight

apply to

SANDER, WIELER &amp; Co.,

Agents.

Princes' Buildings,

Hongkong, 27th July, 1903.

## HONGKONG-MACAO LINE.

## S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.

DEPARTURE from Hongkong (on Week Days) at 7.30 A.M., (on Sundays) at 8.30 A.M. From Macao (Week Days) at about 2 P.M. (Sundays) about 8 P.M.

FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5. 2nd Class, \$1.50; Return Ticket, \$2.50. 3rd Class, \$1; Steerage, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5.

WHARF opposite Central Market. The Steamer runs an Excursion Trip EVERY SUNDAY in Summer.

For Freight, &c., apply to—  
SAM WANG & CO., LD.,  
81, Queen's Road Central.

Hongkong, 24th June, 1903.

EXCURSION TO MACAO AND BACK.

FOR PROCESSION

OF OUR LADY OF MOUNT CARMEL

AT THE CHAPEL AT TAI PA

ISLAND, MACAO.

THE Hongkong, Canton and Macao Steam-

boat Co.'s Steamship "KINSHAN" will

make a Special Excursion Trip to Macao, on

SUNDAY, the 2nd August, 1903, leaving for

Macao from her usual Wharf at 9 A.M. and

returning to Hongkong at 10 P.M.

A Steam-launch will convey Passengers to

Kowloon, 10 minutes after the steamer's return.

RETURN FARE (No Single Ticket) ..... \$2

including Tiffin ..... 4

including Tiffin and Dinner. 6

Table d'Hôte supplied by King Edward Hotel.

Intending Excursionists are advised to apply

at the HONGKONG PRINTING PRESS for

Cabinets at once, as there are very few left. Only

a moderate rate will be charged for them.

The BAND of the 33rd Burmah Infantry

will play during the voyage.

Tickets may be had at—

MESSRS. RITCHIE &amp; CO.'S OFFICE,

THE HONGKONG PRINTING PRESS,

or on Board.

Hongkong, 24th July, 1903.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL

(With Liberty Call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG

1903.

About

"SAINT BEDE" ..... 8th Aug.

"MOGUL" ..... 25th Aug.

"BRAEMAR" ..... 5th Sept.

"SATSUMA" ..... 19th Sept.

"SHIMOSA" ..... 30th Sept.

For Freight and further information, apply

to

DODWELL &amp; Co., LIMITED,

Agents.

Hongkong, 27th July, 1903.

THE AMERICAN ASIATIC STEAM-  
SHIP COMPANY.STEAMSHIP SERVICE FOR NEW  
YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"BARON DRIESEN,"

Captain Laurent, will be despatched as above

on or about THURSDAY, the 20th August,

to be followed by the "NORDKYN"

later.

For Freight, &amp;c., apply to

SHEWAN, TOMES &amp; Co.,

General Agents.

Hongkong, 27th July, 1903.

## Estimations.

## AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 2nd April, 1903.

CURES

MEN &amp; WOMEN

BIO O is a non-poisonous

remedy for any venereal

discharge and inflammation,

irritation or ulceration of

urethra, gonorrhoea, etc.

Guaranteed not to stricture.

Prevents contagion.

SOLD BY CHEMISTS.

Circulars mailed on request.

PREPARED BY



## Shipping.

## Arrivals.

Yunnan, Br. ss., 1,266, Benson, 15th July.—  
Pasuaian 16th July, Sugar.—B. & S.  
Empress of China, Br. ss., 3,046, Archibald,  
R.N.R., 27th July.—Vancouver, B.C. 6th  
July, and Shanghai 25th, Mails and Gen.  
—C. P. R. Co.  
Namsang, Br. ss., 2,591, Payne, 17th July.—  
Calcutta 17th July, Penang 18th, and  
Singapore 22nd, Gen.—J. M. & Co.  
Michael Jebson, Ger. ss., 710, Uldrup, 27th  
July.—Pakhoi 23rd July, and Hoihow 26th,  
Gen.—J. & Co.  
Tyr. Nor. ss., 1,417, Danielsen, 27th July.—  
Hongay 27th July, Coal.—E. A. T. Co.  
Thorn, Ger. ss., 4,738, Hildebrandt, 27th  
July.—Hamburg and Singapore 21st July,  
Gen.—H. A. I.  
Chowfa, Ger. ss., 1,005, Köhler, 27th July.—  
Bangkok 21st July, Gen.—B. & S.  
Würzburg, Ger. ss., 5,085, Binzer, 27th July.—  
Japan and Shanghai 24th July, Gen.—H.  
A. L.  
Australian, Br. ss., 1,783, McArthur, 28th July.—  
Kobe 21st July, Moji 26th inst., and Foochow  
26th, Tea and Gen.—G. L. & Co.  
Suisang, Br. ss., 1,776, Young, 28th July.—  
Java 19th July, Sugar.—J. M. & Co.  
Tientsin, Br. ss., 2,555, Kennick, R.N.R., 28th  
July.—Bombay 10th July, Gen.—P. & O.  
S. N. Co.  
Mecon, Ch. ss., 1,321, Stewart, 28th July.—  
Canton 27th July, Gen.—C. M. S. N. Co.  
Cheung Cheu, Br. ss., 1,213, Frampton, 28th  
July.—Singapore 21st July, Gen.—  
Chinese.  
Kinshu Maru, Jap. ss., 2,358, Harrison, 28th  
July.—Kobe and Moji 23rd July, Gen.—N.  
Y. K.  
Kamakura Maru, Jap. ss., 3,796, Peters, 28th  
July.—Singapore 21st July, Gen.—N. Y.  
K.  
Daigi Maru, Jap. ss., 850, Groves, 28th July.—  
Tamsui 24th July, Gen.—O. S. K.  
Undine, Nor. ss., 1,017, Tarbansen, 28th  
July.—Candif 10th June, Coal.—Order.  
Ichang, Br. ss., 1,227, Jones, 28th July.—  
Canton 27th July, Gen.—J. & S.

## Clearances at the Harbour Office.

Sun Cheong, for Canton.  
Pik Kong, for Macao.  
Hoi Ato, for Canton.  
Kuangchow, for Canton.  
Korea, for Shanghai.  
Catherine Apter, for Singapore.  
Rajun Maru, for Shanghai.  
Wingchui, for Macao.  
Guthrie, for Kobe.  
Bydgo, for Choboo.

## Departures.

July 28  
Polynesien, for Europe.  
Athena, for San Francisco.  
Empire, for Shanghai.  
Thalador, for Bangkok.  
Pharos, for Coast Ports.  
Loyal, for Hongkong.  
Havasar, for New York.  
Maidzuru Maru, for Swatow.  
Sungin, for Canton.  
Choyang, for Canton.  
Catherine Apter, for Calcutta.  
Rajun Maru, for Seattle.  
Dicina, for Saigon.  
Tyr, for Canton.

## Passengers arrived.

Per *Chowfa*, from Bangkok.—Mr. M. Petric.  
Per *Cheung Chui*, from Singapore.—223  
Chinese.  
Per *Namsang*, from Calcutta, &c.—Mrs. M.  
Liddell, Lieut. Heath, Mr. Krussing, Dr. Pick,  
and 1,133 Chinese.  
Per *Australian*, from Japan.—Mrs. Mills,  
Mrs. Ryde, Mrs. Hicks, Mrs. Hasell, Mrs. G.  
Williams, Messrs. Hicks, Hasell, E. R. Cooke,  
G. Williams, P. Williams, and 5 in steerage.  
Per *Kamakura Maru*, from Singapore.—  
Miss Mesney, Mr. E. Brodick, Capt. G. V.  
Tex, Miss R. Rodcliffe, Mr. and Mrs. Milne,  
Misses M. Milne, G. Milne, Mr. G. Milne, and  
Miss M. Melville.  
Per *Empress of China*, from Vancouver.—  
Messrs. V. A. C. Hawkins, W. H. Rennolds,  
G. H. Moore, J. E. Norton and A. T. Hashim.  
From Yokohama.—Mrs. A. L. B. Davies, Miss  
Hunter, Col. M. Ferrier, Mr. W. Pitts,  
Mrs. K. Morton and infant, Messrs. E. H. Ray,  
A. R. Lewis and D. Macdonald. From Kobe  
—Mr. and Mrs. H. B. Da nell, Capt. F. J. Rad-  
ford, Capt. J. Keene, R.A., Messrs. T. R.  
Sheung, W. Foster, and Col. J. F. Brown. From  
Nagasaki.—Mr. W. S. Harrison, and Mr. and  
Mrs. Bouras. From Shanghai.—Messrs. J. T.  
Hawes, F. A. Rapp and D. Greenwood.

## Passengers departed.

Per *Taiyuan*, for Manila and Australian  
Ports.—Mr. and Mrs. Lempiere, Messrs. G. B.  
Parker, L. Parker, C. W. Barry, R. H. Graves,  
E. G. Stoiber, R. Dennison, G. G. Clancy, D.  
E. Clancy, Capt. J. Procter, J. S. Rittenband, J.  
A. Macardel, E. A. Perkins, O. Johnston, S. G.  
Kruiger, B. J. Shea, H. A. Britten, R. D. Mc-  
Phee, E. Enright, O. E. McKeehan and R. D.  
Murphy.

## Steamers Expected.

Vessels	From	Agents	Due
Tonkin	Saigon	M. M.	July 29
Valetta	Singapore	P. & O. Co.	July 31
Benevolence	Singapore	B. & S.	Aug. 2
H'kong	Tientsin	B. & S.	Aug. 2
H'kong	Manila	P. M. Co.	Aug. 5
Kiautschou	Colombo	M. & Co.	Aug. 5
Prinz Heinrich	Japan	M. & Co.	Aug. 5
Indrapura	Manila	P. & O. Co.	Aug. 10
City of Peking	San Francisco	P. M. Co.	Aug. 13

## Shipping Reports.

Str. *Verona* from Amoy.—Fine weather,  
light breeze.

Str. *Australian* from Kobe.—Fine weather  
throughout, smooth water, and light S.W. mon-  
soon.

Str. *Rubi* from Manila.—Fres' to moderate  
variable winds, and moderate sea, and fine  
weather with occasional rain squalls.

Str. *Cheungchow* from Singapore.—Unsettled  
weather all the voyage, wind from S.W. to  
N.E. with heavy rain squalls, and low baro-  
meter.

Str. *Perla* from Chefoo.—Light variable  
breeze, with heavy thunder squalls to Kapones,  
thence light to moderate breeze from S.E. to  
E.N.E., and moderate sea into port.

Str. *Namsang* from Calcutta.—There to Pen-  
ang fresh S.W. monsoon, rough sea, squally  
and heavy rain; Penang to Singapore light S.W.  
winds, smooth sea and passing rain showers;  
Singapore to Hongkong up till 26th inst., fresh  
Wly monsoon with moderate S.W. sea, fre-  
quent squalls and heavy rain, thence moderate  
S.E. wind, slight sea, and fine weather.

**Hongkong & Whampoa Dock Returns.**  
San Joaquin, at Kowloon Dock.  
Powan, " " " "  
U.S.A.T. Ingalls, " " " "  
Kwang Hing, " " " "  
Miner, " " " "  
Hoidien, " " " "  
Lena, " " " "  
U.S.A.T. Summer, " " " "  
Phra Chom Klao, " " " "  
Aberdeen

## Vessels in Port.

Albenga, Ger. s.s., 2,769, Petersen, 17th July.—  
New York 12th May, and Amoy 15th July,  
Gen.—C. & Co.  
Amigo, Ger. s.s., 822, Hansen, 26th July.—  
Haiphong and Hoihow 25th July, Rice,  
Pies, Cattle and Gen.—J. & Co.  
Athenian, Br. s.s., 2,440, Robinson, 25th July.—  
Vancouver 29th June, and Shanghai  
22nd July, Gen.—C. P. R. Co.  
Borneo, Ger. s.s., 1,344, Muhle, 26th July.—  
Sandakan 20th July, Gen.—M. & Co.  
Bydgo, Nor. s.s., 771, Sundersen, 22nd July.—  
Moji 15th July, Coal.—S. W. & Co.  
Edenfield, Br. s.s., 718, Moss, 14th July.—  
Singapore 4th July, Gen.—Chinese.  
Emma Luyken, Ger. s.s., 1,170, Matens, 20th  
July.—Penang 9th July, Singapore 12th  
July, and Hoihow 10th, Gen.—E. A. T. Co.  
Gaelic, Br. s.s., 2,691, Finch, R.N.R., 25th July.—  
San Francisco 27th June, Honolulu 4th  
July, Yokohama 17th, Kobe 18th, Nagasaki  
20th, and Shanghai 23rd, Mails and Gen.  
—O. & S. S. Co.  
Guthrie, Br. s.s., 2,338, Dabell, 26th July.—  
Swatow 25th July, Ballast.—G. L. & Co.  
Ingalls, Am. s.s., 1,347, Harrison, 19th July.—  
Manila, P.I. via Maubau 7th July, Ballast.  
—Order.

Jerrie, Br. s.s., 3,113, Hutton, 8th July.—New  
Zealand 9th June, Coal.—Mr. Dodman.  
Kampot, Fr. s.s., 312, Bayay, 25th July.—  
Saigon 21st July, Rice.—Wing heng.  
Kweiyang, Br. s.s., 1,062, Hooker, 26th July.—  
Canton 25th July, Gen.—B. & S.  
Lena, Nor. s.s., 979, large, 24th July.—Canton  
23rd July, Gen.—C. & Co.  
Maria Rickmers, Ger. s.s., 1,077, Bandelin, 25th  
July.—Bangkok 19th July, Gen.—A. K. &  
Co.  
Pakhoi, Br. s.s., 1,249, Shaw, 27th July.—  
Canton 27th July, Gen.—B. & S.  
Perla, Fr. s.s., 1,287, McGinty, 27th July.—  
Cebu 22nd July, Gen.—S. T. & Co.  
Phra Chom Klao, Ger. s.s., 1,017, Reimers, 23rd  
July.—Bangkok 13th July, and Koh-si-  
chang 14th, Rice and Wood.—B. & S.  
Pompey, Am. s.s., 1,200, Range, 28th May.—  
Manila, P.I. 25th May, Ballast.—U. S.  
Government.

Rohilla Maru, Jap. s.s., 2,399, Bishop, 23rd  
July.—Manila 21st July, Gen.—T. K. K.  
Rubi, Fr. s.s., 1,611, Almond, 27th July.—  
Manila 25th July, Gen.—S. T. & Co.  
San Joaquin, Am. s.s., 237, Galdiez, 26th Apr.  
—from Aparri, Ballast.—Order.  
Simangang, Dut. s.s., 1,202, Tol, 22nd July.—  
Moji 15th July, Coal.—Yuen Fat Hong.  
Solveig, Nor. s.s., 2,861, Kjerland, 19th July.—  
Candif 31st May, Coal.—Order.  
Sungkiang, Br. s.s., 1,021, Outerbridge, 25th  
July.—Manila 22nd July, Gen.—B. & S.  
Tallu, Ger. s.s., 1,063, Menzell, 20th June.—  
Mauritius via Singapore 14th June, Gen.—  
E. A. T. Co.  
Tai Lee, Ger. s.s., 782, Michelsen, 26th July.—  
Saigon 22nd July, Rice.—Meyer & Co.  
Ulabrand, Nor. s.s., 1,269, Andersen, 25th July.—  
Moji 18th July, Coal.—C. & Co.  
Verona, Ger. s.s., 3,036, Spiesen, 26th July.—  
Amoy 25th July, Tea and Gen.—C. & Co.  
Victoria, Am. s.s., 2,112, Dobson, 24th July.—  
Tacoma 27th June, Gen.—D. & Co., Ltd.  
Yuensang, Br. s.s., 1,128, Payne, 27th July.—  
Manila 24th July, Gen.—J. M. & Co.  
Wuchang, Br. s.s., 807, Somerville, 17th  
July.—Canton 17th July, Gen.—B. & S.

## SAILING VESSELS.

Boieldien, Fr. bq., 1,247, Harong, 24th June.—  
New York 15th Dec., Kerosine.—S. O. Co.  
Columbia, Am. sch., 772, Sprague, 27th Mar.  
—B. & S.  
Grosvenor, Br. bq., 516, Boga, 14th June.—  
Mauritius 16th Jan., Sugar.—A. & Co.  
Pierre Anonine, Fr. bq., 1,740, Retegnet,  
1st Apr.—New York 3rd Oct., Oil.—  
Order.  
Prince Albert, Norw. ship, 1,498, Hansen, 10th  
June.—Fremantle 29th Apr., Sandal Wood.  
—Gilman & Co.  
Vale of Doon, Sarawak bq., 669, Pedersen, 27th  
July.—Rajang 11th July, Timber.—S. W.  
& Co.

## Ships Passed The Canal.

Outward—1st July—*Devonshire*, *Bamberg*,  
4th July—*Tonkin*, 7th July—*Vermont*, *Foxton*,  
14th July—*Manchuria*, *Indraloa*, 10th July—*Clav-*  
*erhill*, *Tencer*, *Koyuna*, *Benoirlich*, 14th  
July—*St. Irene*, *Konigberg*, *Haddonhall*,  
*Sumatra*, *Kiautschou*, 25th July—*Kintuck*,  
*Caledonien*, *Inaba Maru*, *Ningchow*, *Venicia*,  
21st July—*Benalder*, *Flintshire*, *Glentworth*,  
*Bombay*, *Murburg*, *Abyinia*, 24th July—  
*Achilles*, *Bismarck*, *Ping Suey*, 27th July—  
*Socotra*, *Auchenard*.  
Homeward—14th July—*Segovia*, 18th July—  
*Nabia*, 24th July—*Amann*.  
Arrivals at Home—10th July—*Salacie*, *Zie-*  
*ten*, 7th July—*Africa*, 10th July—*Judrant*,  
*Kanagawa Maru*, *Patradus*, 18th July—*Cal-*  
*chas*, *Glentick*, 21st—*Malacca*, 21st July—  
*Oceanian*, *Tantulus*, *China*, 27th July—*Sado*  
*Maru*, *Stuttgart*.

## Post Office.

A Mail will close for:  
Canton—Per *Hankow*, 29th inst., 7.30 A.M.  
Samarang—Per *Singapore*, 29th inst., 9 A.M.  
Manila—Per *Kohilla Maru*, 29th inst.,  
10 A.M.

Port Darwin, Thursday Island, Conklow,  
Cairns, Townsville, Brisbane, Sydney and  
Melbourne—Per *Australian*, 29th inst., 11 A.M.  
Amoy—Per *Cheung Chui*, 29th inst., 1 P.M.  
Macao—Per *Hongkong*, 29th inst., 1.15 P.M.  
Manila—Per *Sungking*, 29th inst., 3 P.M.  
Shanghai—Per *Meifu*, 19th inst., 3 P.M.  
Singapore, Colombo and Bombay—Per  
*Kinshu Maru*, 29th inst., 3 P.M.  
Shanghai and Chinkiang—Per *Tehung*, 29th  
inst., 4 P.M.  
Kinchuk and Samshui—Per *Tungtung*,  
29th inst., 4 P.M.  
Singapore—Per *Wuzburg*, 29th inst., 4 P.M.  
Nantao—Per *Taike*, 29th inst., 5 P.M.  
Sanbue—Per *Lee Wing*, 29th inst., 5 P.M.  
Macao—Per *Wingchui*, 29th inst., 5 P.M.  
Canton—Per *Kinshu*, 29th inst., 5 P.M.  
Yokohama and Kobe—Per *Sithonia*, 30th  
inst., 9 A.M.  
Hoihow—Per *Wuchang*, 30th inst., 3 P.M.  
Swatow, Chefoo, and Tientsin—Per *Kwei-*  
*yang*, 30th inst., 4 P.M.  
Kobe and Yokohama—Per *Kamakura Maru*,  
30th inst., 5 P.M.

## THE WEATHER.

The following report is from Mr. F. G. Figg,  
Acting Director of the Hongkong Obser-  
vatory.

On the 28th at 11.40 a.m. The barometer has  
fallen moderately over Japan, and slightly  
over the S. coast of China and Formosa.  
The depression in the China Sea, which is  
probably deepening, seems to be still lying in  
the neighbourhood of the Paracels.  
There are indications of the existence of an-  
other depression over the Pacific to the N.E. of  
Luzon.  
Pressure remains high over the Pacific to the  
S. of Japan. Moderate N.E. winds in the  
Formosa Channel, strong E. and N.E. winds off  
the coast to the W. of Hongkong.  
Forecast—fresh to strong E. winds; squally,  
showery.  
At noon. Rel. South Cone hoisted.

Barometer	Thermometer	W. Wind	W. Wind
29.73	77.3	29.73	77.3
29.73	77.3	29.73	77.3
29.73	77.3	29.73	77.3

## CHINA COAST METEOROLOGICAL REGISTER.

July 28th, 1903.	Bar. Th. Hu. Wind Wv.
Vladivostok	7 a.m. 29.70 69 99 — 0 b
Amuro	6 a.m. 29.72 — — SW 6 —
Hakodite	29.77 — — SW 6 —
Tokio	29.94 — — S 2 —
Kochi	29.99 — — W 4 —
Nagasaki	29.95 — — SE 6 —
Gasshima	29.99 — — E 4 —
Oshima	29.91 — — SE 2 —
Naha	29.85 — — E 6 —
Shikajima	29.77 — — NE 4 —
Taihou	29.75 — — SE 2 —
Taichu	29.71 — — NW 2 —
Tainan	29.71 — — NW 2 —
Koshun	29.71 — — NE 2 —
Pescadore	29.72 — — S 2 —
Weihaiwei	9 a.m. — — — —
Guttsai	29.88 81 91 SSE 3 cm
Sharp Peak	29.76 83 87 NNE 2 cm
Amoy	6.30 a.m. 29.80 85 87 WNW 2 c
Swatow	9 a.m. — — — —
Canton	— — — —
Hongkong	10 a.m. 29.70 80 89 E 3 op
Victoria Peak	— — — —
Gap Rock	29.66 — — E 5 —
Macao	29.67 79 — — E 5 c
Haiphong	— — — —
Manila	29.76 81 85 W 2 o
Malate	9 a.m. — — — —
Bacolod	— — — —
Collo	29.85 84 — — SW 3 b
Hebu	29.85 86 — — S 2 b
C. St. James	10 a.m. — — — —

## VISITORS AT THE HOTELS.

**THOMAS.**  
Bassett, H. D.  
Charles, L.  
Condy, C. and two children.  
Grego, M.  
Francis, Wm.  
Kernan, J.  
Li Man Yin  
McKeeham, O. E.  
Moly, P. A.  
Ouphy, J.  
Radich, Capt. G. T.  
Roberts, Capt.  
Robertson, O. L.  
Rouge, E.  
Strong, Mr. and Mrs.  
H. C.  
Walter, F. L. M.  
Weisburger, J.  
Wheeler, Mr.  
Young, L. C.  
**Kowloon.**  
Curran, Capt. D. J.  
McInnes, Misses  
Jackson, Mrs. and child  
Selmuloch, Mr. R. H.  
John, Mr. and Mrs.  
Walters, Mrs.  
Kennedy, Mrs.

## HONGKONG.

Joseph, Mr. and Mrs.  
Katsch, E. A.  
Kemmerly, Mr. & Mrs.  
Knights, Miss A.  
Leggatt, E. A.  
Kramisig, G.  
Macgowan, R. J.  
Manning, R. D.  
Marriott, Dr. A.  
Martin, Mrs. J. R.  
Mast, Sydney  
Mast, Mr. E.  
Matthis, A.  
McAran, T. P.  
McGleassy, C.  
McLaughlin, R. J.  
Miller, P. L.  
Mitchell, Miss M.  
Moore, Mr.  
Moutrie, L.  
Mullen, Miss E.  
Murphy, Mr. and Mrs.  
E. O.  
Norton, J. E.  
Nolley, Capt. A. H.  
Oquienena, S.  
Ostrand, L. T.  
Overstrat, A. M.  
Pattie, J. A.  
Packness, F.  
Potts, W. H.  
Farnandez, R. F.  
Fisher, H. G.  
Forsyth, Capt. G. A.  
Fuller, Miss L.  
Georg, C.  
Glover, C.  
Greenwood, D. A. W.  
Hall, Capt. T.  
Hashim, A. J.  
Haughton, W. B.  
Hecker, E. W.  
Hill, L. D.  
Hooper, Mr. and Mrs.  
Howard, Thos.  
Icely, Rev. F.  
Jackson, H. T.  
Jameson, Mrs.  
Jameson, Mr.  
KING EDWARD.  
Albright, Miss H. M.  
Anderson, E. A.  
Anderson, Capt.  
Bowrie, A. D.  
Cullen, A.  
Cushman, Miss M.  
Fish, Miss L. L.  
Furuta, C.  
Gurney, Mrs. J. G.  
Hirschler, S.  
Hirschler, H.  
Hoover, Mrs. C. L.  
Howard, E.  
Long, Howard  
Kofod, Capt.  
Mayo, E.  
Machado, Miss D.  
McQuaide, Mrs.  
Middleton, A.  
Miller, E. J.  
Muelle, Ed. (Consul for  
Peru)  
Nicklin, T. G.  
Reynolds, M.  
Pereira, Antony  
Rodger, W. L.  
Rose, Mr. and Mrs. T.  
J.  
Samson, D.  
Smith, C. D.  
Sweeney, Thos.  
Taylor, S. W.  
Vaughan, H. S.  
Wolf, H. E.

## CONNAUGHT.

Antaki, E. G.  
Campbell, R. E.  
Lieut. J. R.  
Darby, A. J.  
Dufour, Mrs. B.  
Fitz-Henry, H.  
Houghton, R.  
Lee, G. E.  
Jordan, Mr. and Mrs.  
E. G.  
Humphreys, W.  
Marston, Mr. Mrs. L.  
Tibbey, W. M.  
Tyrrwhitt, T.  
Williams, W. H.

## OCCIDENTAL.

Adamsen, Mrs. H. and  
Keeney, T. P.  
Key, Dr. F.  
Lopez, Amaro  
Marshall, Chas. W.  
Merdas, G.  
Pezzare, T. Lieut.  
Schwedenberg, Dr. J.  
Shepherd, Mrs. F.  
Spieler, Misses B. (2)  
Spieler, Mrs. A.  
Stephens, H.  
Woodbridge, F. J.

## PEAK.

Allison, A.  
Barnett, Dr.  
Beattie, Andrew  
Behn, Geo.  
Benson, A. B., Major  
and Mrs. H. G.  
Berkeley, H.  
Besnard, Mrs.  
Brusse, George.  
Bunn, Major and Mrs.  
J. W. and children  
Cadell, Mr. and Mrs.  
Chapman, Mr. and Mrs.  
A.  
Chichester, Maj. A. A.  
Fernandez, Mr. and  
Mrs. R. J.  
French, A.S.C., Major  
G. A.  
Fuchs, A.  
Gibson, Dr. Robert  
Grant, G. C. Lindsay  
Hamilton, Major A. B.  
Hewitt, F. T. Baines  
Hubbe, E. U.  
Jeffries, H. U.  
Jones, Mr. and Mrs. P.  
N. H.  
King, R. H.  
Lossens, Mrs.  
Macloed, Wm. D.D.S.  
Martin, R.  
McDermott, A. P. B.  
McGowan, Mr. & Mrs.  
A. A.  
Mercado, F. M. T.  
Michael, Robert  
Mortimore, Miss C.  
Ollis, Mr. and Mrs. F.  
B.  
Ordish, Owen  
Ormonist, R.A., Major  
Mrs. J. W.  
Philpot, Leonard D.  
Piper, Donald  
Pratt, R.A., Major and  
Mrs. H. E.  
Riqueiri, Mr. and Mrs.  
Rumsey, R.N., Hon. R.  
Murray  
Sanders, Dr.  
Sawyer, Mrs. W. E.  
Seath, F. S.  
Scott, Charles R.  
Sinclair, A.  
Smith, Carl W.  
Spackshaver, W. O. C.  
Strachan, A.  
Thompson, Capt. N. G.  
Thompson, J. D.  
Tugari, F.  
Wenborn, S. T.  
Wilford, F. C.

## CRAIGIEBURN.

Caulfield, Master and Helms, W.  
Lambell, Lieut. and  
Mrs. F. W.  
Harvey, Lieut. and Mrs.  
J. S.  
Moss, D. K.  
Johnston, Mrs. and Wright Mr. and Mrs.  
R. F., child & nurse

## THE SHARE MARKET.

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATIONS.
BANKS.			
Hongkong and Shanghai Banking Corporation.....	\$ 125	{ Div. of £1.10/- and bonus of 10/- @ 31/12/1902.....	\$580
National Bank of China, Ltd.....	£ 8	3/11 = \$ 96 1/2 for 1902.....	\$27
Do. Founders.....	£ 1	None.....	\$10
MARINE INSURANCES.			
Union In. Society of China, Ltd.....	\$ 100	60 per cent = \$30 per share for 1901.....	\$500 sa.
China Traders' In. Co., Ltd.....	\$ 25	16 1/2 % = \$1 for year ended 30.4.1902.....	\$62
North China In. Co., Ltd.....	£ 25	Interim of £1 for 1902.....	Tls. 230
Yangtze In. Association, Ltd.....	£ 60	20 % = \$12 for 1901.....	\$135
anton In. Office, Ltd.....	\$ 50	28 % = \$14 per share for 1901.....	\$180 sa.
FIRE INSURANCES.			
Hongkong Fire In. Co., Ltd.....	\$ 50	\$22 1/2 per share for 1901.....	\$330 sa.
China Fire In. Co., Ltd.....	\$ 20	\$6 per share for 1901.....	\$87 sa.
SHIPPING.			
Hongkong, Canton, & Macao S. B. Co., Ltd.....	\$ 15	\$1 1/2 for half-year ending 31.12.1902.....	\$38 b.
Indo-China S. N. Co., Ltd.....	£ 10	5 % = 10/- per share for 1902.....	\$95 b.
China & Manila S.S. Co., Ltd.....	\$ 50	10 % = \$5 per share for 1900.....	\$21
Douglas S. S. Co., Ltd.....	\$ 50	Div. of \$3 for year ended 30.6.1902.....	\$41
"Star" Ferry Co., Ltd.....	\$ 5	\$1.20 = 12 % for year ending 30.4.03.....	\$27 b.
"Shell" Transport & Trading Co., Ltd.....	£ 1	3rd Interim of 6d. for 1902.....	£1/2 1/2 b.
Taku Tug & Lighter Co., Ltd.....	Tls. 50	Final of 5 % making 7 % for the year.....	Tls. 48 s.
Shanghai Tug Boat Co., Ltd.....	Tls. 100	Final of 7 % making 20 % for 1902.....	Tls. 360 b.
Shanghai Cargo B. Co., Ltd.....	Tls. 100	Final of 7 % making 13 % for 1902.....	Tls. 180 b.
Co-operative Cargo B. Co., Ltd.....	Tls. 100	Final of 7 % making 13 % for 1902.....	Tls. 180 b.
REFINERIES.			
China Sugar Refining Co., Ltd.....	\$ 100	Fin. of \$7 making \$12 for 1901.....	\$93 1/2 b.
Luxon Sugar Refining Co., Ltd.....	\$ 100	\$3 per share for 1897.....	\$10
Perak Sugar Cultivation Co., Ltd.....	Tls. 50	Fin. of 7 % for year ending 30.9.02.....	Tls. 70 s.
MINING.			
Punjom Mining Co., Ltd.....	\$ 11	None.....	\$2 b.
Société Française des Charbonnages du Tonkin.....	Fr. 50	Fin. of Frs. 30 making Fcs. 60 for 1902.....	\$600 s.
Jebeu Mining & Trading Co., Ltd.....	\$ 5	No. 9 of 5 % for 1/4-year end. 31.7.94.....	\$1 1/2 s.
Raub Australian Gold Mining Co., Ltd.....	£ 18.10.	No. 12 of 1/- per share 28.1.01.....	\$8 1/2 b.
Chinese Engineering & Mining Co., Ltd.....	£ 1	No. 1 of 1/6 per share 10.10.02.....	Tls. 4.30 s.
DOCKS, WHARVES AND GODOWNS.			
Hongkong & Whampoa Dock Co., Ltd.....	\$ 50	10 % + bonus 2 % for 1/4 year 31.12.02.....	\$215
S. C. Farrham, Boyd & Co., Ltd.....	Tls. 100	Final of Tls. 8 making Tls. 15 for year ending 30.4.03.....	Tls. 157 1/2 sa.
Hongkong & Kowloon Wharf & Godown Co., Ltd.....	\$ 50	Final of \$3 making \$41 for 1902.....	\$88 b.
New Amoy Dock Co., Ltd.....	\$ 68	\$2 1/2 for 1902.....	\$37 1/2 b.
Shanghai & Hongkew Wharf & Godown Co., Ltd.....	Tls. 100	Final of Tls. 12 making Tls. 18 for 1902.....	Tls. 280 s.
LANDS, HOTELS AND BUILDINGS.			
China Provident Loan & Mortgage Co., Ltd.....	\$ 10	8 % = 80 cents per share for 1902.....	\$9 1/2 sa.
Hongkong Land Investment & Agency Co., Ltd.....	\$ 100	Final of \$6 making \$12 for 1902.....	\$161 b.
Rhoun Land & Building Co., Ltd.....	\$ 30	\$2.30 per share for 1902.....	\$38 s.
West Point Building Co., Ltd.....	\$ 50	Final of \$1.60 making \$3.10 for 1902.....	\$52 b.
Hongkong Hotel Co., Ltd.....	\$ 50	\$6 for 1st 1/4-year making \$12 for 1902.....	\$150 sa.
Oriente Hotel Co., Ltd. (Manila) Astor House Hotel Co., Ltd. (Shanghai).....	\$ 50	8 % = \$4 for 1/4-year ending 31.12.1900.....	\$42 1/2 b.
Hotel des Colonies Co., Ltd. (Shanghai).....	\$ 25	15 % for half-year ending 31.12.01.....	\$30 sa.
Queen's Hotel (Wei-hai-wei).....	Tls. 25	6 % for year ending 31.3.03.....	Tls. 16 sa.
Humphreys Estate & Finance Co., Ltd.....	Tls. 25	5 % year.....	Tls. 25
Shai Land Investment Co., Ltd.....	\$ 10	9 per cent for 1902.....	\$12 b.
	Tls. 50	Interim of 6 % for 1903.....	Tls. 106 ex div.
COTTON MILLS.			
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.....	\$ 10	Interim of 40 cents per share.....	\$15 b.
Ewo Cotton Spinning & Weaving Co., Ltd.....	Tls. 100	3 % for period ended 31.10.97.....	Tls. 36 s.
International Cotton Manufacturing Co., Ltd.....	Tls. 100	Interim of 3 % on account of 1898.....	Tls. 40 s.
Lao-ling-mow Cotton Spinning & Weaving Co., Ltd.....	Tls. 100	Interim div. of 4 % on acct. of 1898.....	Tls. 40 b.
Song Chee Cotton Spinning Co., Ltd.....	Tls. 500	4 % for period ended 31.12.00.....	Tls. 162
CIGAR AND TOBACCO COMPANIES.			
Alhambra, Ltd.....	\$ 500	25 % for year ending 30.6.1900.....	\$250 b.
Philippine Tobacco Trust Co., Ltd.....	\$ 50	None.....	\$15 b.
Shanghai - Sumatra Tobacco Co., Ltd.....	Tls. 20	{ Final of Tls. 2.60 making Tls. 4.60 for year ending 31.10.02.....	Tls. 55 b.
MISCELLANEOUS.			
Green Island Cement Co., Ltd.....	\$ 10	12 % = \$1.20 per share for 1902.....	\$24 b.
China-Borneo Co., Ltd.....	\$ 12	First year.....	\$10 b.
A. S. Watson & Co., Ltd.....	\$ 10	Interim of 5 % for 1902.....	\$14 1/2 sa.
Watkins, Ltd.....	\$ 10	\$1 per share for 1902.....	\$7 b.
Hongkong Electric Co., Ltd.....	\$ 10	90 cents for year ending 30.4.1903.....	\$12 1/2 b.
Hongkong Electric Co., Ltd.....	\$ 5	45 cents for year ending 30.4.1903.....	\$7 1/2 b.
Hongkong & China Gas Co., Ltd.....	£ 10	10 % div. and 1 % bonus for 1901.....	\$140 b.
Hongkong Rope Manufacturing Co., Ltd.....	\$ 50	\$10 for 1902.....	\$140 b.
Geo. Fenwick & Co., Ltd.....	\$ 25	15 per cent = \$3.75 for 1902.....	\$47 1/2
Hongkong Ice Co., Ltd.....	\$ 25	Final of \$12, making \$16 for 1902.....	\$250 b.
Hongkong High-Level Tramways Co., Ltd.....	\$ 100	\$18 for year ending 31.11.1903.....	\$320
Dairy Farm Co., Ltd.....	\$ 6	75 cents for year ending 31.7.1903.....	\$12
Hongkong & China Bakery Co., Ltd.....	\$ 50	5 per cent = \$2 1/2 for 1901.....	\$20 b.
Campbell, Moore & Co., Ltd.....	\$ 10	Div. of \$2 1/2 for 1902.....	\$20 s.
Bell's Asbestos Eastern Agency, Ltd.....	£ 12.6.	.....	36 sa.
United Asbestos Oriental Agency, Ltd.....	\$ 4	80 cents for year ending 31.5.02.....	\$10 b.
Do. Founders.....	\$ 10	\$19.80 for year end. 31.5.02 acct. 1903.....	\$255 b.
Hongkong Steam Water-boat Co., Ltd.....	\$ 10	Interim of 6 %.....	\$14 1/2 b.
China Light & Power Co., Ltd.....	\$ 20	None.....	36 b.
Robinson Piano Co., Ltd.....	\$ 50	5 % = \$2 1/2 for half-year 1901.....	\$50
Manila Investment Co., Ltd.....	\$ 50	None.....	\$15 b.
William Powell, Ltd.....	\$ 10	Final of 50 cents for half-year 30.5.02.....	\$10
Maatschappij tot Mijn, Bosch- en Landbouw exploitatie in Langkat, Limited.....	Gulden 100	{ 3rd Interim Dividend of Tls. 7 1/2 and bonus of Tls. 2 1/2 per share paid 15.6.1903.....	Tls. 293 b.
Telegraphic Address—"Rialto."		BENJAMIN, KELLY & POTTS, Share Brokers.	
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NOTE.—b.=buyers, s.=sellers, sa.=sales.			



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